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HONGKONG, WEDNESDAY, JUNE 29, 1887.

日九初月五年亥

PRICE, \$2 PER MONTH.

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MODERATE FEES.

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Wongkong, January 12, 1885. 66

HONGKONG BRICK AND CEMENT
COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR
QUALITY FOR SALE.
PRICE, \$30 PER 1,000.

The following Testimonial has been re-
ceived from F. W. CROSS, Esq., Manager,
HONGKONG AND CHINA GAS COMPANY,
LIMITED:

I have herewith much pleasure in testi-
fying to the quality of the FIRE BRICKS as
made by you at your now works.

In appearance the Brick is light and soft
as compared with the ordinary Fire Brick
used in the Colony, but this I may say is
characteristic of the best English Fire
Brick.

After a very severe test I have no hesi-
tation in saying that this Brick is admirably
suited to resist any degree of heat that it
may be likely to undergo and for all pur-
poses that Fire Bricks are used for.

I am now about to build this into one
of my Furnaces and have no doubt of their
being able to stand as well as the English
Fire Bricks I have been using.

Wongkong, May 23, 1887. 981

Banks.

HONGKONG & SHANGHAI BANKING
CORPORATION.

Capital, \$7,500,000
New Fund, \$4,500,000
New Liability of Proprietary, \$7,500,000

Interest Allowed.

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2 per cent. per annum on the daily
balance.

Fixed Deposits:

or 3 months, 3 per cent. per annum.

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12 " 5 per cent. "

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Deposits on approved Securities,
every description of Banking and
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THE CHINA MAIL.

A silk crop in the various districts is done well and most of the women have already commenced spinning. Two boxes of *tao* (silk) arrived on 14th instant at the office of Mr Shibusawa at *Yokohama*. The Japanese silk merchants favoured to obtain high figures to establish a price for other silks, but buyers did not meet them and the goods were sold. It is stated that two boxes of *tao* (silk) are on their way to *Yokohama*, and they will be probably about same figure, \$670 to \$680.

Arrived to the *Osaka Nippo*. Count *Awa* has lately sent in a memorial to the Minister of State, containing the following recommendations for the prosperity of his country. Some jealousy might be excited by the strict carrying-out of the first, but the others are very safe, and go to show that ruling class is in fond of platitude in China as in *China*.

—That names of *Satsuma* and *Choshu* should continue to govern the country, as they have shown themselves capable of upholding the glory of the Empire.

—That the finances should be economically administered, the experience of the *Meiji* being kept in view.

—That public entertainments should take place less frequently.

—That one foreign nation should not favour above another, and that friendly relations with China ought to be cultivated.

—That the former laws and customs of the Empire should not be altogether lost in the desire for innovation.

—That learning should be encouraged.

—That the *Japan Gazette* says:—The Hon. Alfred *Collier*, Postmaster General of *Hongkong*, writes us concerning our recent strictures on the conduct of the postal authorities in *Kobe* in keeping the English mail for *Yokohama*, at their port for about a week after its arrival, although several Japanese *cameras* left *Kobe* for *Yokohama* during that time. Mr *Collier* thinks we were too hard on the *Kobe* Post-Office and practically made *Yokohama* a *dead man's wife*. Such magnanimity on the part of this much-abused official should not pass unrecorded. He states that the *cameras* postal authorities in all probability did not know that there were any mails for *Yokohama* on board the *Abyssinia* at all, and that the Captain landed his mail for *Yokohama* on the *cameras* ship, on her first voyage, was to my knowledge, to make more than the merest call at the port. Mr *Collier* regrets that the delay was not foreseen, but pleads that it is *impossible* to think of everything.

—That the annual report of the Liverpool Chamber of Commerce there is the following allusion to the subject of the proposed Chinese Postal Service:—Letters were recently addressed to this Chamber by the Shanghai General Chamber of Commerce respecting a change which the Chinese Government proposed to make in the postal system of the Treaty Ports. It was stated by the Chinese Postal Commissioner that the Chinese Government had resolved to extend the *Guangzhou* Post Office to all as *Guangzhou* as a first step towards the *Guangzhou* Post Office. It was therefore proposed to close the local Post offices and their agencies. The Postmaster-General at *Hongkong* and the Government of Japan had also been asked to make provisions for *Guangzhou*. The Government of *Hongkong* and the Japanese Government under the *Guangzhou* and the *Guangzhou* Concessions. The Government of *Hongkong* and the Japanese Government for the *Guangzhou* proposed to grant the request of the Chinese Government, but the *Guangzhou* was that until a National Postal System had been established by the *Guangzhou* Government being unable to carry out its proposal.

settled, the *NAVAL COURT* of Enquiry was held at *Yokohama* on the 10th inst. at *H. B. Hall*, without a *Consul*, before *J. C. Hall*, *Acting Consul*, *Lieut. Stovin*, *graduate M. S. Constance*, and *Captain Dick*, *Commander of the British ship Hilaria*, *concerning* the loss of the British barque *Gloucester*, which was wrecked on a reef of *Lisiansky*, about 800 miles from *Yokohama* on 31st March last; the captain and crew having been brought on to *Yokohama* from *Guam*, by the British schooner *Despatch*.

The *Afton* was an iron sailing ship, bark

ay, the 22nd of 846 tons registered tonnage, built by *G. & J. Gowan* in 1873 and belonging to the port of *Hongkong*. It appears from the evidence given that it sailed from the port of *Newcastle* S. W. on or about the 27th Feb. bound for *San Diego*, California, with a cargo of *M. & S. Co.* and a crew of 19 hands all told. All arrived at *Kohat* well till the morning of 31st March. The ship was in about 25° N. latitude 117° W. Longitude, and was steering a course N.E. by N. (magnetic). At 10.30 o'clock she suddenly struck on a rock, and price about 6 or 7 miles distant from the *Guam* (Lisiansky) running to the S. and W. the opening of water on it from 2 to 3 fathoms. It is now about master, *Gilmour*, whose certificate No. 91,589, is considered to be a *dead man's wife*. The cause of the accident is a *dead* so close to *Lisiansky* Island from which the ship was not provided with a general chart of the North Pacific, and price about 6 or 7 miles distant from the *Guam* (Lisiansky) running to the S. and W. the opening of water on it from 2 to 3 fathoms. It is now about master, *Gilmour*, whose certificate No. 91,589, is considered to be a *dead man's wife*. The cause of the accident is a *dead* so close to *Lisiansky* Island from which the ship was not provided with a general chart of the North Pacific, and price about 6 or 7 miles distant from the *Guam* (Lisiansky) running to the S. and W. the opening of water on it from 2 to 3 fathoms. It is now about master, *Gilmour*, whose certificate No. 91,589, is considered to be a *dead man's wife*. 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The China Mail.

Established February, 1845.

VOL. XLIII. No. 7446.

號九廿月六年七八百八十一英

HONGKONG, WEDNESDAY, JUNE 29, 1887.

日九初月五年亥

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAR, 11 & 12, Clement's Lane, Lombard Street; E. C. GEORGE STREET & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & CO., 37, Walbrook, E.C. SAMUEL DEADON & CO., 180 & 184, Leadenhall Street, E.C. W. M. WILDE, 181, Cannon Street, E.C. PARIS AND EUROPE.—AMERI PRINCE & CO., 66, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo. SINGAPORE, STRAITS, &c.—SAILE & CO., Square, Singapore. C. HENSEN & CO., Manila. CHINA.—Macao, E. A. de CRUZ, Sociedad Querencia Co., Amoy, N. Moalme, Foochow, Hengchow, & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & CO., Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,600,000
RESERVE FUND, \$4,500,000
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COURT OF DIRECTORS.
Chairman—M. GROTE, Esq.
Deputy Chairman—C. D. BORTONLEY, Esq.
Hon. J. BELL IRVING, Esq.
W. H. M. HUNTINGTON, Esq.
H. L. DALEYNTH, Esq.
Hon. A. P. McEWEN, Esq.
J. S. DEBOS, Esq.
H. HOPFUS, Esq.
Hon. F. D. SABSON.

CHIEF MANAGER,
Hongkong, Thomas JACKSON, Esq.
Acting Chief Manager—John WALTER, Esq.
MANAGER,
Shanghai, Ewen CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 3 per cent per annum on the daily balance.

One Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LEGAL BILLS DISCOUNTED.
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Debts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, May 27, 1887. 363

NOTICE.
RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation on their premises in Hongkong. Business hours on week-day, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each deposit or withdrawal. Depositors must not make entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, June 7, 1888. 754

NOTICES OF FITS.

NOTICE is hereby given that the BUSINESS of GENERAL STORE-KEEPERS and COMMISSION AGENTS previously carried on at Foochow, in the Empire of China, under the Firm or Chop of HOK LEE HONG & CO., by TONG AH HOE and TAN KING SING in Co-partnership, was DISSOLVED on the 6th day of January, 1887, and the Responsibility of the said TAN KING SING for any DEBT or LIABILITY incurred by the said Firm or Chop terminated on the 6th day of January, 1887.

HOK LEE & CO.,
Foochow,
Singapore, 17th May, 1887.

WITH Reference to the above, I, TONG AH HOE, of Foochow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & CO. as GENERAL STORE-KEEPERS and COMMISSION AGENTS, is now being carried on at Foochow as hereafter by T. M. KIM SING, of Singapore, Merchant, and myself under the Style of HOK LEE HONG & CO.; and I hold power of attorney from the said TAN KING SING, as his Agent individually and also as a Partner in the said Firm, to transact all matters connected with the Business of the Firm at Foochow.

TONG AH HOE,
Hokkien,
Singapore, 17th May, 1887. 1047

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP.

Moderate Fees.

MR. WONG TAI-FONG.

Formerly Artificial Apothecary and Late Assistant to Dr. ROGERS.

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDLE STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Soles Address.

2, DUDDLE STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1886. 66

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG and CHINA GAS COMPANY, LIMITED.—

“I have with much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works.

As compared with the ordinary Fire Brick used in the Colony, but this may say is characteristic of the best English Fire Brick.”

“After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Brick I have been using.”

Hongkong, May 24, 1887. 981

W. POWELL & CO.

CHAS. J. GAUPP & CO.

CHROMERIST, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND

METEOROLOGICAL INSTRUMENTS.

VINTAGE AND CELEBRATED

BINOCULARS AND TELESCOPES.

RETRO'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE.

CHRISTOFLE & CO.'S ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY,

in great variety.

DIAMONDS

AND

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERN, at very moderate prices. 742

NOTICE.

R. H. DEAN & CO.

CHINAMAN'S FINEST

PARASOLS, SILK GLOVES, CORSETS, LAOE MANTILLAS, FANCY ANTI-MACASSARS, GENTLEMEN'S SUMMER SOCKS, VESTS AND DRAWERS, TABLE LINENS, FURNITURE PLUSHES, &c.

VICTORIA EXCHANGE, May 21, 1887. (TELEPHONE N° 21).

966

ROBERT LANG & CO.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

(+)

EX LATE ARRIVALS.

NOTICE.

OUR SPRING STOCK OF

GENTLEMEN'S SHIRTS and COLLARS,

UNDERVESTS,

PANTS and HALF-HOSE,

BOOTS and SHOES,

CHRISTI'S FELT, TERAI and STRAW HATS,

UMBRELLAS,

HANDKERCHIEFS, &c.

Hongkong, April 6, 1887. 444

NOTICE.

THE VICTORIA HOTEL,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, Reading, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Hongkong, August 25, 1885. 1458

NOTICE.

THE MONTSEERAT LIME JUICE,

AND

THE MONTSEERAT LIME JUICE CORDIALS.

A. S. WATSON & CO., Ltd.

Hongkong, May 3, 1887. 864

NOW COMPLETE

WITH

SUPPLEMENT.

A CHINESE DICTIONARY

IN THE

CANTONESE DIALECT,

BY

DR. E. J. KITTEL.

Hongkong, August 25, 1885. 1458

NOTICE.

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A. S. WATSON & CO., Ltd.

Hongkong, May 3, 1887. 864

NOTICE.

THE MONT

THE CHINA MAIL.

Mail.

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID, TRIESTE,
BRINDISI, VENOA,
ANTWERP, BREMEN, HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA & BALTIK PORTS;

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICANS
PORTS.

THE COMPANY'S SHIPS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—*Passenger can be taken on through
Russia.*

of Loading for the principal ports.

Russia.

1105

Advertisements.

To-day
AUSTRALIAN
EAST ASIAN COMPANY,
LIMITED.AT MELBOURNE AND
FOOTES VIA FOOCHOW.PORT DARWIN, and taking
CABLES TO NEW ZEALAND,
(TASMANIA, &c.)

The Steamship

Airtie.

Captain ELLIS, will be
despatched for the above

on WEDNESDAY, the 6th July, at

night.

For Freight or Passage, apply to

RUSSELL & CO.,
Agents.

Hongkong, June 29, 1887. 1232

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THE CHINA MAIL.

This silk crop in the various districts is doing well and most of the worms have already commenced spinning. Two boxes of Hsiaoyi flature (Sangha) arrived on 14th instant at the office of Mr Shibusawa at Yokohama. The Japanese silk merchants endeavoured to obtain high figures to establish a price for other silks, but buyers would not meet them and the goods were not sold. It is stated that two boxes of Yuzaki flature (Kraut) are on their way to Yokohama, and they will probably be about the same figure, 80/- to 80/-.

According to the *Osaka Nippon*, Count Katsu Aya has lately sent in a memorial to a Minister of State, containing the following recommendations for the prosperity of his country. Some jealousy might be excited by the strict earing-out of first, but the others are very safe, and go to shew that the ruling class is as fond of platitude in Japan as in China:

1.—That natives of Satsuma and Choshu should continue to govern the country, as they have shown themselves capable of upholding the glory of the Empire.

2.—That the finances should be economically administered, the experience of the Shogunate should be utilised.

3.—That public entertainments should not take place too frequently.

4.—That no foreign nation should not be favoured above another, and that friendly relations with China ought to be cultivated.

5.—That the former law and customs of the Empire should not be altogether lost in the desire for innovation.

6.—That learning should be encouraged.

The Japan Gazette says:—The Hon. Alfred Lister, Postmaster-General of Hongkong, writes us concerning our recent strictures upon the conduct of the postal authorities at Kobe in keeping the English mail for the *Abyssinia*, at their port for about a week after its arrival, although several Japanese steamers left Kobe for Yokohama at that time. Mr Lister thinks we were too hard on the Kobe Post-Office and practically pleads *mea culpa*. Such magnanimity should not pass unrecorded. He stated that the Kobe postal authorities in all probability did not know that there were any mails for Yokohama on board the *Abyssinia* when they sent the Captain a letter for the Captain and his baggage. As Mr Lister admits this might have been provided against by the Hongkong office sending the mails for Yokohama via Kobe, he is notifying the Kobe office that the mail was on board the *Abyssinia*, and asking them to send it on. But it appears that it never occurred to anyone at the Hongkong office that the pioneer ship of the new line, on her first voyage, was going to make more than the most call at Kobe. Mr Lister regrets that the delay was not foreseen, but pleads that it is impossible to think of everything.

In the annual report of the Liverpool Chamber of Commerce there is the following allusion to the subject of the proposed Chinese Postal Service:—Letters were recently addressed to this Chamber by the Shanghai General Chamber of Commerce, enclosing a copy of a circular which the Chinese Government proposed to make in the Postal System of the Treaty Ports. It was stated by the Chinese Postal Commissioner that the Chinese Government had resolved to extend the Customs Postal Service to all the Treaty Ports as a first step towards the establishment of a National Post Office. The Municipal Council at Shanghai had therefore been asked to close the local Post Office and its agencies. The Postmaster-General at Hongkong and the Government of Japan had also been asked to make similar concessions. The Government of Hongkong and the Japanese Government were disposed to grant the request of the Chinese Government, but the view taken by Shanghai was that until a National Postal System had been established by the Government of China for its own people, the time had not arrived to give up the Foreign Mail Services. It was resolved, therefore, that the Foreign Governments and Chambers of Commerce likely to be interested should be informed of this view. Your Committee, finding that firms here trading with China were not prepared to express an opinion on the subject, have, so far, not taken any action in the matter beyond making inquiries. The London Chamber, on being consulted, stated that it had not taken any action, "in view of the improbability of the Chinese Government being able to carry out its proposal."

A Naval Court of Enquiry was held at Yokohama on the 16th inst. at H. B. M. Consulate, before J. C. Hall, Esq., Acting Consul, Lieut. Stevin, H. M. S. Consul, and Captain Dick, Master of the British ship *Hilaria*, concerning the loss of the British barque *Astor*, which was wrecked on a reef of the Island of Lisanaky, about 800 miles from Honolulu, on 31st March last; the captain and crew having been brought on to Yokohama from Guam, by the British schooner *Beatrix*.

The *Astor* was an iron sailing ship, built at Govan in 1875 and belonging to the port of Ayr. It appears from the evidence given that she sailed from the port of Newcast N.W. on or about the 27th Feb. bound from San Diego, California, with a cargo of coals and a crew of 19. All went well till the morning of 31st March, when the sun was at about 23° N. latitude and 170° W. longitude, and was steering a course N.E. by N. (magnetic). At about 10.30 o'clock she suddenly struck on a reef about 6 or 7 miles distant from the island (Lisanaky) running to the S. and W., depth of water on it from 2 to 3 fathoms. The master, Gilmour, whose certificate was prosecuting the voyage, did not have any chart or map of the region he was approaching to Lisanaky Island from the South, and he had to sheet chart, but only a general chart of the North Pacific, published in 1883, on which later examinations and corrections had not been entered up. In a chart belonging to one of the members of the Court, published only a year later, three important corrections concerning the spot where the ship was lost are noted. The Court is therefore of opinion that the ship was not provided with proper charts for the voyage on which she was engaged and that the loss of the ship primarily due to Captain Gilmour's neglect to provide himself with the proper sailing directions and chart. In all other respects his conduct, as well as that of the officers and crew, was free from fault, except that he was to have done to save the ship after she struck. The Court, it is purposed, of the powers vested in it by Section XXIII of 25 and 26 Vic. C. 63, therefore orders that the Master's certificate of competency, No. 91,589, issued by the Board of Trade, be for the neglect, aforesaid, suspended for the period of six calendar months from this day, and the second mate's certificate be restored to him.

"The Holy War in Asia," is the heading of quite a number of newspaper articles just now. There is no holy war just yet, and won't until the Amir of Afghanistan can borrow a few rupees somewhere with which to buy several pounds of powder. Meanwhile, he is sick with malaria—*Buffalo Courier*.

THE REGIMENT'S SWIMMING RACES.

The following is the result of the competitions held this afternoon:—

1st RACE.—4 LENGTHS. Open to Lance-Corporals and Privates under 4 years' service. First prize, \$4; second, \$2; third, \$1.

2nd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Gibb. Time, 2m. 42sec.

3rd RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

4th Raced.—1st, Phillips; 2nd, Lucas; 3rd, Garde. Time, 3m. 6sec.

5th RACE.—4 LENGTHS. For Non-Commissioned Officers of and above the rank of Corporal under 7 years' service. First prize, \$4; second, \$2; third, \$1.

6th Raced.—1st, Ruby; 2nd, Emerton; 3rd, Leach. Time, 3m. 41sec.

7th RACE.—2 LENGTHS. For Non-Commissioned Officers of and above the rank of Corporal over 7 years' service. First prize, \$4; second, \$2; third, \$1.

8th Raced.—1st, Cooper; 2nd, Johnson; 3rd, Cox.

9th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

10th Raced.—1st, Phillips; 2nd, Lucas; 3rd, Garde. Time, 3m. 6sec.

11th RACE.—4 LENGTHS. For Non-Commissioned Officers of and above the rank of Corporal under 7 years' service. First prize, \$4; second, \$2; third, \$1.

12th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Cooper; 4th, Brewin.

13th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

14th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

15th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

16th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

17th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

18th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

19th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

20th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

21st RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

22nd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

23rd RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

24th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

25th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

26th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

27th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

28th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

29th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

30th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

31st RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

32nd RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

33rd RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

34th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

35th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

36th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

37th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

38th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

39th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

40th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

41st RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

42nd RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

43rd RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

44th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

45th RACE.—4 LENGTHS. Open to Lance-Corporals and Privates over 8 years' service. First prize, \$4; second, \$2; third, \$1.

46th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

47th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

48th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

49th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

50th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

51st Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

52nd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

53rd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

54th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

55th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

56th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

57th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

58th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

59th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

60th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

61st Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

62nd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

63rd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

64th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

65th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

66th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

67th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

68th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

69th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

70th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

71st Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

72nd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

73rd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

74th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

75th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

76th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

77th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

78th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

79th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

80th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

81st Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

82nd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

83rd Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

84th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

85th Raced.—1st, Cooper; 2nd, Hancock; 3rd, Brewin.

86th Raced.—1st, Cooper

